MR. M. K. NILAKANTA AIYAR: (*a*) Director of Development.
(*b*) No.
(*c*) About Rs. 6,000.

MR. P. NARAYANA PILLAI: May I know whether there is any guarantee about the durability of the bridge?

MR. M. K. NILAKANTA AIYAR: There is no guarantee. But I may say for the information of the House that in America there is a railway bridge which is made of treated wood and that this has been lasting for 50 years.

MR. K. P. KOCHUKORATHARAKAN: അമേരിക്കയിലേയും ഇവിടത്തെയും ക്ലൈമേറ്റ് ഒരുപോലെയാണോ?

MR. M. K. NILAKANTA AIYAR: അമേരിക്കയെപ്പോലുള്ള കണ്ടിഷൻ ഇവിടെയുണ്ടെങ്കിൽ ഇവിടെയും അതു ഈടുനിൽക്കും.

MR. K. P. KOCHUKORATHARAKAN: എത്ര വർഷം നിലനിൽക്കും.

MR. M. K. NILAKANTA AIYAR: ഇവിടെ കറഞ്ഞതു 40 വർഷം നിലനിൽക്കും.

Wooden bridge at Thottapally.

12. ✻ MR. N. NARAYANA KURUP (*Ambalapuzha* cum *Shertala*): Will the Government be pleased to state:

(*a*) whether sanction has been accorded for the construction of a wooden bridge at Thottapally in the Ambalapuzha Taluq;

(*b*) if the answer to part (*a*) is in the affirmative, when the sanction was given;

(*c*) the estimated cost for the work;

(*d*) whether tenders were invited for the work;

(*e*) the name of contractors or firm who were entrusted with the work;

(*f*) when the work was commenced;

(*g*) the name and designation of the officer who has been in charge of the work;

(*h*) whether any agreement has been made and the period specified for the completion of the bridge;

(*i*) whether any attempt was made to complete the work before the visit of His Excellency The Viceroy on the 9th January 1939:

(*j*) whether the attempt has been successful;

(*k*) if the answer to part (*j*) is in the negative, what were the circumstances under which the attempt was a failure;

(*l*) the total amount spent on the bridge so far; and

(*m*) whether regular and through traffic of line boats and *Vallums* between Alleppey and Quilon have been stopped or interrupted on any occasion on account of the above work?

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MR. M. K. NILAKANTA AIYAR : (*a*) Yes.

(*b*) 8th December 1938.

(*c*) Rs. 10,000.

(*d*) No.

(*e*) The work was done departmentally.

(*f*) 9th December 1938.

(*g*) Mr. S. Kamesam, B. E., (Mech) M. I. E., (Ind.,) Director of Development, Trivandrum.

(*h*) No.

(*i*) Yes.

(*j*) No.

(*k*) There was nothing wrong or defective with the bridge. Except for the flooring system, the bridge was completed on one bank of the channel, and to prevent dislocation of traffic, it was pushed across the channel. During the night of the 8th January, one of the boats supporting one end of the bridge sank suddenly due to some rotten planking giving way at the bottom of one of the boats. When the boats sank, the bridge came down.

(*l*) About Rs. 6,000.

(*m*) Not during bridge erection or installation, except for some time on the night of 8th January 1939.

MR. N. NARAYANA KURUP : With regard to the answer to part (*g*) may I know whether he has any practical experience ?

MR. M. K. NILAKANDA AIYAR : Yes.

MR. N. NARAYANA KURUP : How many years' experience.

MR. M. K. NILAKANTA AIYAR : I claim notice.

MR. N. NARAYANA KURUP : May I know whether the boat was examined with regard to its capacity to support the bridge ?

MR. M. K. NILAKANTA AIYAR : It is a licensed boat and every year boats are tested and examined before licenses are issued.

MR. N. NARAYANA KURUP : May I know whether before any load was placed on that boat the authorities examined the capacity of that boat ?

MR. M. K. NILAKANTA AIYAR : No, Sir ; every time a boat is used it is not examined.

MR. N. NARAYANA KURUP : With regard to answer to part (*m*) may I know whether Government are aware that through traffic of boats was not allowed for about a week ?

MR. M. K. NILAKANTA AIYAR : Government are not aware.

MR. M. SIVATANU PILLAI : May I know whether after the bridge came down, there was any damage to the wooden materials used for the construction of the bridge ?

MR. M. K. NILAKANTA AIYAR : There was absolutely no damage.

MR. M. SIVATANU PILLAI : Am I to understand that those materials could still be used for re-putting the bridge ?

MR. M. K. NILAKANTA AIYAR : Yes.

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MR. PULIYOOR T. P. VELAYUDHAN PILLAI: May I know whether the officer responsible for the construction of this bridge at Thottapalli is putting up the bridge with the same materials now?

MR. M. K. NILAKANTA AIYAR: Yes, the very same materials are being used.

New Bridge at Thottappally.

13. * **MR. K. P. KOCHUKORATHARAKAN**: Will the Government be pleased to state:

(*a*) whether they are aware of the breaking down of the new bridge under construction near the Thottappally Lock for transport purposes;

(*b*) whether they have made enquiries about the causes of the break down;

(*c*) if so, what was it due to, what loss the Government has to sustain thereby and the person responsible for it:

(*d*) whether the said bridge was constructed of iron, cement, or timber subjected to ascu treatment, or by combining any of these materials and, if so, which of them proved defective; and

(*e*) whether any serious injuries or death has been caused to labourers or others at the time when the bridge fell down and, if so, the nature of the injuries and the number of persons injured or dead?

MR. M. K. NILAKANTA AIYAR: (*a*) The structure fell down.

(*b*) Yes. Further enquires are being made.

(*c*) One out of the two boats that were supporting one end of the bridge, which was being pushed across the channel, suddenly gave way during the night of the 8th January 1939 on account of the collapse of a plank at the bottam of one of the boats. About Rs. 3,000. There was nobody who could be held resposible for it, as it was accidental.

(*d* Essentially of teak and Ascu treated maruthi. The accident was not due to any defect in the meterials used on the bridge.

(*e*) There was no casualty or any case of serious injury whatever.

MR. K. P. KOCHUKORATHARAKAN: എത്രത്തോളംഭാരം താങ്ങുമെന്നുള്ളതിനെപ്പറ്റി പരിശോധിച്ചു നോക്കേണ്ട ചുമതല ഉണ്ടായിരുന്നില്ലേ?

MR. M. K. NILAKANTA AIYAR: പരിശോധിക്കേണ്ട ചുമതല ഉണ്ടായിരുന്നു. പക്ഷേ ഇത് യാദൃശ്ചികമായി അപകടം സംഭവിച്ചതാണ്.

MR. K. P. KOCHUKORATHARAKAN: ഉദ്ദേശിക്കുന്ന തരത്തിലുള്ള ഭാരം കയറ്റത്തക്ക ശക്തി അതിനുണ്ടോ എന്നു പരിശോധിച്ചു നോക്കിയിട്ടുണ്ടോ?

MR. M. K. NILAKANTA AIYAR: ഇരുപതു ടൺഭാരം കയറ്റാവുന്ന വള്ളത്തിൽ പതിനഞ്ചു ടൺ ഭാരമുള്ള പാലത്തിന്റെ ഒരു അറ്റംമാത്രമെ കയറിയുള്ളൂ.

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